



April 27, 2006

TO: Transportation Authority of Marin Commissioners

FROM: Dianne Steinhauser, Executive Director

RE: AB-434, Transportation for Clean Air (TFCA) 40%, FY 2006/2007 – Agenda Item 6 f

Dear Commissioners:

Executive Summary

On February 22, 2006, TAM initiated its Call for Projects for available TFCA funds for the fiscal year 2006/2007, notifying all cities and towns, the County, and Special Districts, as well as schools and the College of Marin. By the April 3rd deadline, TAM staff received two proposed projects, one from the County of Marin and one from the City of Sausalito. Both are recommended for programming of the TFCA funds available to Marin County.

Recommendation

Approve both projects shown in the following table. Adopt the attached Resolution No. 2006-5 authorizing submittal of proposals for AB-434 Funds.

These TFCA Funds are generated through a \$4.00 surcharge on vehicle registrations in the Bay Area. Each county receives 40% of these funds generated within their county as “guarantee funds”. The remaining 60% of the funds are administered by the Bay Area Air Quality Management District on a region wide competitive basis. According to the BAAQMD, we have a net amount of \$619,164 including unused funds and earned interest, available for programming.

Recently BAAQMD changed the rules regarding this program. Any funds not allocated by TAM by the deadline are returned to the Air District for their Regional Bay Area wide program.

The attached Summary Information sheet indicates Unallocated Funds available for reprogramming. The County of Marin did not use all of the allocated funds for the Countywide Bicycle & Pedestrian Safe Routes to School, and Marin County Transit District determined that Ride and Roll: Students Ride Free on Golden Gate Transit has been replaced by a different fare program that is no longer eligible for TFCA funds.

TAM is required to submit a project list to BAAQMD by April 28, 2006. By the Call for Projects deadline, we received a total of two projects from two agencies as follows:

Proposed Projects:

Project ID	Sponsor Agency	Project Title	TFCA Requested	Total Project Cost	Project Score
06MAR01	County of Marin	Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway	\$536,252	\$17,250,000	79
06MAR02	City of Sausalito	CNG Slow-fill Fuel Station	\$65,000	\$75,000	Not Required
Subtotal - Projects			\$601,252		
TAM- Administration cost (5%)			\$17,912		
Total TFCA 40% - FY 06/07			\$619,164		

Total requested TFCA 40% Funds are \$619,164 and the requests met all the requirements of the TFCA criteria. We reviewed each project's score from the Air Quality point of view, its cost, and past history in receiving previous TFCA funds, and finally, we reviewed the readiness of each project to proceed.

Recommendation:

Approve all two projects shown in the above table. The total available TFCA 40% Funds FY 06/07 is \$619,164. Your approval of the above projects creates an unallocated amount of \$0.00.

Adopt the attached Resolution authorizing submittal of proposals for AB-434 Funds.

Attachments: Resolution No. 2006-5 and Summary Information

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS															
2	<i>Only make entries in shaded areas.</i>															
3																
4	General Project Information															
5																
6	Project Sponsor:				County of Marin				Date Created:				3/31/2006			
7	Project Title:				Cal Park Hill Tunnel Rehab. & Multi Use Pathway				Application #:							
8	Project Sponsor Contact:				Bill Whitney				Project Type Code:							
9	Project Sponsor Phone #:				(415) 507-2810				Calculated by:				Bill Whitney			
10	Project Sponsor Address:				3501 Civic Center Drive San Rafael Ca 94903				Project Sponsor E-mail:				bwhitney@co.marin.ca.us			
11									Project Sponsor City/Zip:				San Rafael/94903			
12																
13	Emission Reduction Calculations															
14	Step 1 - Emissions for Eliminated Trips															
15	A	B	C	D	E	F	G	H	I	J						
16	# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)	VTM	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust & Trip End PM10 Emissions (gr/yr) *	Other PM10 Emissions (gr/yr) *	CO2 Emissions (gr/yr)	Total ROG, NOx & PM Emissions (gr/yr)						
17	275	260	5	357,500	143,787	123,838	6,078	73,288	151,111,552	273,702						
18				0	0	0	0	0	0	0						
19				0	0	0	0	0	0	0						
20	Total			357,500	143,787	123,838	6,078	73,288	151,111,552	273,702						
21																
22	Step 2 - Emissions for New Trips to Access Transit /Ridesharing															
23	A	B	C	D	E	F	G	H	I	J						
24				0	0	0	0	0	0	0						
25				0	0	0	0	0	0	0						
26				0	0	0	0	0	0	0						
27	Total			0	0	0	0	0	0	0						
28																
29	Step 3A - Emissions for Medium Duty Shuttle															
30	Enter in Column D - Vehicle GVW 1=For Shuttles, 2=8,501-10,000, 3=10,001-14,000															
31	1=For Vanspools 1= 5,751-8,500, 2=8,501-10,000, 3=10,001-14,000															
32	2=Post-1994 diesel with CARB verified, Level 3 (85%) filter; 3=Post-1994 diesel with CARB verified, Level 3 (85%) + NOx filter;															
33	4=Post-1994 diesel with CARB verified, Level 1 (25%) filter; 5=Post-1994 diesel with CARB verified, Level 2 (50%) filter;															
34	6=1989-1994 gas; 7=LEV, 8=ULEV, 9=SULEV, 10=ZEV															
35	1=Baseline default, 7=LEV, 8=ULEV, 9=SULEV, 10=ZEV															
36	A	B	C	D	E	F	G	H	I	J	K	L				
37	# Vehicles	Engine Year, Make, & Model	Retrofit Device Name	Vehicle GVW	Emissions Rating	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Tailpipe PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)	Total ROG, NOx & PM Emissions (gr/yr)				
38	0			1	1	0	0.00	0.00	0.00	0.00	0.00	0				
39				1	1	0	0.00	0.00	0.00	0.00	0.00	0				
40				1	1	0	0.00	0.00	0.00	0.00	0.00	0				
41	Total			0	0	0	0	0	0	0	0	0				
42																
43	Step 3B - Emissions for Buses															
44	Bus Type - Diesel Bus with CARB verified, Level 3 (85%) filter: 1 = 1994/95, 2 = 1996-2001, 3 = 2002, 4 = 2003, 5 = 2004															
45	- Diesel Bus with CARB verified, Level 3 (85%) + NOx reduction filter: 6 = 1994/95, 7 = 1996-2001, 8 = 2002, 9 = 2003, 10 = 2004															
46	- Diesel Bus with CARB verified, Level 1 (25%) filter: 11 = 1994/95, 12 = 1996-2001, 13 = 2002, 14 = 2003, 15 = 2004															
47	- Diesel Bus with CARB verified, Level 2 (50%) filter: 16 = 1994/95, 17 = 1996-2001, 18 = 2002, 19 = 2003, 20 = 2004															
48	- Gas Bus 21 = 1989/90, 22 = 1991-1993, 23 = 1994/95, 24 = 1996-2001, 25 = 2002, 26 = 2003, 27 = 2004															
49	- Alternate Fuel Bus (CNG, LNG, or hybrid-electric) NOx certification level 1.5 g/bhp-hr = 28, 1.8 g/bhp-hr = 29, 2.0 g/bhp-hr = 30, 2.5 g/bhp-hr = 31															
50	- Electric Bus = 32															
51	A	B	C	D	E	F	G	H	I	J	K					
52	# Vehicles	Engine Year, Make, & Model	Retrofit Device Name	Bus Type	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Tailpipe PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)	Total ROG, NOx & PM Emissions (gr/yr)					
53	0			1	0	0.00	0.00	0.00	0.00	0.00	0					
54				1	0	0.00	0.00	0.00	0.00	0.00	0					
55				1	0	0.00	0.00	0.00	0.00	0.00	0					
56	Total			0	0	0	0	0	0	0	0					
57																
58																
59	Cost Effectiveness Results															
60	1. VMT Reduced		Annual		Lifetime		Miles									
61	2. Trips Reduced		71,500		1,430,000		Trips									
62	3. ROG Emissions Reduced		0.16		3.17		Tons									
63	4. NOx Emissions Reduced		0.14		2.73		Tons									
64	5. PM Emissions Reduced		0.09		1.75		Tons									
65	6. CO2 Emissions Reduced		166.4		3328.4		Tons									
66	7. Emission Reductions (ROG, NOx & PM)		0.38		7.64		Tons									
67	8. TFCA Project Cost - Cost Effectiveness (ROG, NOx & PM)				\$70,163		/Ton									
68	9. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM)				\$60,609		/Ton									
69	* Weighted PM 10 means that tailpipe PM emissions have been multiplied by factor of 10, consistent w CARB methodology for Carl Moyer Program, to reflect the negative impact of tailpipe PM on public health.															

Cost Effectiveness Inputs	
# Years Effectiveness:	20
Total Project Cost:	\$17,250,000
TFCA Cost 40%:	\$536,252
TFCA Cost 60%:	
Total TFCA Cost:	\$536,252

Notes
Maximum number of vehicle trips reduced per TFCA inputs = 240
data from preliminary surveys show there are currently 1,113 students attending schools in the vicinity of this project. If 30-50% of the parents would allow their to walk or bike we would see a reduction of 333 to 556 trips
However, based on actual traffic counts that took place at the schools a 26% reduction in school related vehicular traffic in which case we would see a reduction approximately 289 trips.
Project would also reduce short downtown trips and commuter traffic trips on Sir Francis Drake Blvd. An assumed trip reduction would be 0.1% of the Sir Francis Drake Blvd. (18,000) ADT which would be 180 trips.

Scoring	
Criteria	Points
1. TFCA Funding Effectiveness	39
2. Other Project Attributes	15
3. Clean Air Policies & Programs	10
4. Disadvantaged Communities	10
5. Promote Alternative Transportation Modes	5
Total	79

RESOLUTION No. 2006-05

**RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM)
AUTHORIZING SUBMITTAL OF PROPOSALS, TFCA 40%, AB-434 FUNDS**

WHEREAS, the State of California enacted the California Clean Air Act of 1988 requiring Air Districts to adopt, and cities and counties to implement certain transportation control measures in order to improve air quality; and

WHEREAS, the County and cities of Marin County have, in response to the aforementioned State legislation, created the Transportation Authority of Marin to serve as the county congestion management agency; and

WHEREAS, the County of Marin and the Cities of Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito, and Tiburon, representing a majority of Marin cities and population, originally designated the Marin Congestion Management Agency as the "Program Manager" for AB-434; and

WHEREAS, it is determined that (1) Construction a new bicycle and pedestrian multi-use pathway along existing railroad right-of-way from Anderson Drive in San Rafael to Larkspur Landing Circle in Larkspur, and (2) installation of a slow-fill CNG fueling station at the city-owned MLK property at the end of town in the City of Sausalito are the most appropriate and cost-effective strategies currently available within the county for reducing motor vehicle emissions;

NOW, THEREFORE, BE IT RESOLVED that the Executive Director of the Transportation Authority of Marin (TAM) is authorized to submit proposals and carry out the projects related to AB-434.

PASSED AND ADOPTED this 27th day of April 2006, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Attest:

Steve Kinsey, Chair
Transportation Authority of Marin

Dianne Steinhauser, Executive Director

SUMMARY INFORMATION

Program Manager Name: Transportation Authority of Marin (TAM)Contact Person: Dianne Steinhauser Phone No.: (415) 507-2714Address: P.O. Box 4186 San Rafael, CA 94913-4186

Signature: _____ Date: _____

Executive Director

PART A: NEW TFCA FUNDS

1. Estimated FY06/07 DMV revenues as reported by BAAQMD. Line 1a: \$ 357,680
Adjustment between FY05/06 estimate and actual revenue. Line 1b: \$ 566
Estimated FY05/06 DMV revenues: Line 1c: \$ 355,354
Actual FY05/06 DMV revenues: Line 1d: \$ 355,920
(Line 1d minus Line 1c equals Line 1b)
2. Interest income. Show interest earned on TFCA funds in calendar year 2005. Line 2: \$ 50,862
3. Total new TFCA funds. Add Lines 1a, 1b, and 2. Line 3: \$ 409,108

PART B: UNALLOCATED TFCA FUNDS

4. Total unallocated funds from previously funded projects and funds that have not been allocated to projects that are available for programming to new projects. Line 4: \$ 210,056
Enter zero (0) if there are no unallocated funds. Include TFCA funds available due to project cancellation or projects completed under-budget, and funds not previously allocated. **Complete and attach Summary Information Addendum.**

PART C: TOTAL AVAILABLE TFCA FUNDS

5. Add Lines 3 and 4. Line 5: \$ 619,164

PART D: FY06/07 TFCA ALLOCATIONS

6. Total TFCA funds budgeted for administration. Line 6: \$ 17,912
(Note: Line 6 cannot exceed 5% of the sum of **Lines 1a and 1b.**)
7. Total TFCA funds allocated to new projects. Show the total of all TFCA funds allocated to new projects as shown on the attached project information sheets. Line 7: \$ 601,252
8. Total allocations. Add Line 6 plus Line 7. Line 8: \$ 619,164
(Note: Line 8 should not exceed the amount on Line 5.)

PART E: UNALLOCATED FUNDS

9. Total unallocated funds. Subtract Line 8 from Line 5. Enter zero (0) if all available funds are allocated to new projects. Line 9: \$ 0

Governing Board Resolution:

Attach a copy of the resolution adopted by your Governing Board authorizing the distribution of the above funds. The resolution should state that the projects included in this expenditure program are the most appropriate and cost-effective strategies currently available within the county for reducing motor vehicle emissions. All proposed expenditures must be consistent with the *Clean Air Plan* and Section 44241(b) of the California Health and Safety Code.

SUMMARY INFORMATION ADDENDUM

Unallocated TFCA Funds Available for Reprogramming

Fiscal Year	BAAQMD Project #	Project Sponsor	Project Name	TFCA Funds Allocated	TFCA Funds Expended	TFCA Funds Available	Code ¹
03/04	03MAR01	County of Marin	Countywide Bicycle & Pedestrian Safe Routes to Schools	\$500,000.	\$479,212.	\$20,788.	CP
05/06	05MAR04	Marin County Transit District	Ride&Roll: Students Tide Free on Golden Gate Transit.	\$ 98,800.	0	\$98,800.	CN
FY05/06		Unallocated funds				\$90,468.	UF

Total \$210,056.

1: Enter CP for completed project.
 Enter CN for canceled project.
 Enter UF for unallocated funds.

PROJECT INFORMATION

A. Project Number: 06MAR01 B. Project Sponsor: County of Marin

C. Project Contact: Bill Whitney D. Contact Phone #: (415) 507-2810

E-mail: bwhitney@co.marin.ca.us

E. Project Title: Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway

F. TFCA \$ Allocation Request: \$ 536,252 G. Total Project Cost: \$17,250,000

Other Funding:	Amount	Source
	<u>\$3,000,000</u>	<u>TEA</u>
	<u>\$1,500,000</u>	<u>TLC</u>
	<u>\$ 900,000</u>	<u>BTA</u>
	<u>\$3,523,748</u>	<u>County RM-2</u>
	<u>\$ 7,400,000</u>	<u>SMART RM-2</u>
	<u>\$ 390,000</u>	<u>County of Marin</u>

H. Project Description: Construct a new bicycle and pedestrian multi-use pathway along the existing railroad right-of-way from Anderson Drive in San Rafael to Larkspur Landing Circle in Larkspur. The new pathway will "close the gap" by connecting existing facilities and will link the Larkspur Ferry Terminal with the Transportation Center in downtown San Rafael. The pathway will be constructed adjacent to a planned commuter rail facility owned and operated by the Sonoma-Marín Area Rail Transit (SMART) Authority. The project includes rehabilitating a partially collapsed railroad tunnel.

I. Project Schedule: Start Date (mo/yr) Design in progress, Construction scheduled to begin August 2007
Final Report Due Date (mo/yr) July 2008

J. Final Report Content: Describe the projects success in promoting alternative forms of transportation which will aid in the Counties desire to address traffic congestion in central Marin County.

K. Attach copy of cost-effectiveness worksheet.

L. Comments: During a recent public meeting held to discuss project status and progress, a number of individuals and persons representing community groups expressed significant public support for this project. Upon completion this facility will further promote a north-south greenway throughout Marin County to be used by commuters using alternative forms of transportation along with recreational users.

PROJECT INFORMATION

- A. Project Number: 06MAR02 B. Project Sponsor: City of Sausalito
- C. Project Contact: Rob Malone, Parking & Transportation Mgr D. Contact Phone #: (415) 289-4128
- E-mail: rmalone@ci.sausalito.ca.us
- E. Project Title: CNG slow-fill fueling station

- F. TFCA \$ Allocated: \$ 65,000 G. Total Project Cost: \$ 75,000

Other Funding:	Amount	Source
	<u>\$10,000</u>	<u>Sausalito Art Festival</u>
	<u>\$X</u>	<u>X</u>

- H. Project Description:

The City of Sausalito proposes to install a four-gallon-per-hour, slow-fill CNG fueling station at the city-owned MLK property at the north end of town. This station will allow the city to get more effective and efficient use of its Sally Shuttle, which is a CNG shuttle bus purchased via an earlier grant from BAAQMD. Currently, the closest CNG filling station to Sausalito is a fast-fill station at Anderson Drive in San Rafael, which is a 15-20 minute drive away. Because of the somewhat limited range of the Sally Shuttle, all day use requires a one- to one-and-one-half hour break at mid-day for the shuttle to drive to San Rafael to refuel. The planned slow-fill fueling station will permit more convenient fueling, and will permit fueling to capacity. With the fast-fill, the tank can only be filled three-quarters full, which means more frequent fill ups are needed. Moreover, the four-gallon-per-hour station will provide fueling that is fast enough to permit topping off during the day, if necessary, to complete the day's activities.

The city will gladly coordinate the logistics required to make the station available, as feasible, to local public and private fleets and the general public. The proposed MLK location was chosen specifically because it is convenient to Highway 101, which will provide easy access to other users of the facility. In fact, the City of Sausalito hopes that the proposed installation will be the beginning of the building of a CNG fueling infrastructure that could serve multiple constituencies in southern Marin, as the Anderson Drive facility serves central Marin.

- I. Project Schedule: Start Date (mo/yr) August 1, 2006 Final Report Due Date (mo/yr) January 1, 2007
- J. Final Report Content: Complete and submit Project Monitoring Form
- K. Attach copy of cost-effectiveness worksheet. Cost-effectiveness worksheets are not needed for the following project types: RIDES Regional Rideshare Program; electric vehicle charging infrastructure; natural gas vehicle fueling infrastructure; clean air vehicle passenger cars, pick-up trucks, and vans with a GVW of 10,000 lbs. or less; clean air buses, heavy-duty trucks, and street sweepers.
- L. Comments (if any):

Thank you for your consideration.